

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes ☐ no ☐

AA-2379

Property Name: Odenton Survey District/Odenton Historic District Inventory Number: AA-869
Address: Primarily Odenton Road (Rte 677) and others, Ode City: Odenton Zip Code: 21113
County: Anne Arundel USGS Topographic Map: Odenton
Owner: multiple Is the property being evaluated a district? ☐ yes ☐ no
Tax Parcel Number: n/a Tax Map Number: n/a Tax Account ID Number: n/a
Project: Baltimore-Washington Maglev Amtrak Agency: MTA
Site visit by MHT staff: ☒ no ☐ yes Name: _____ Date: _____
Is the property is located within a historic district? ☐ yes ☒ no

If the property is within a district District Inventory Number: _____
NR-listed district ☐ yes Eligible district ☐ yes Name of District: _____
Preparer's Recommendation: Contributing resource ☐ yes ☐ no Non-contributing but eligible in another context ☐ yes

If the property is not within a district (or the property is a district) Preparer's Recommendation: Eligible ☒ yes ☐ no

Criteria: ☒ A ☐ B ☒ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☐ None

Documentation on the property/district is presented in: MIHP Form for Odenton Survey District (AA: 869); Catherine L. O'Malley: Odenton, the Town a Railroad Built (1978).

Description of Property and Eligibility Determination: *(Use continuation sheet if necessary and attach map and photo)*

The Odenton Survey District was identified in the mid-1980s as the remnants of the historic core of Odenton, a mid- to late-nineteenth-century railroad town, which was being slowly eroded by road improvements and expansion to the commuter rail parking lot around the Amtrak railroad tracks. At the time of its initial identification, the district was composed of 87 buildings reflecting historic Odenton. The proposed boundaries to the survey district were not considered eligible boundaries for a historic district due to modern intrusions. Proposed in this DOE are new boundaries forming a single historic district south of MD 175 that is recommended potentially eligible for listing in the National Register.

Odenton is deeply rooted in the history of railroads in Anne Arundel County. In 1837-1840, the Annapolis and Elkridge Railroad was built running from Annapolis to a new junction with the Baltimore & Ohio railroad's north-south route. A few small clusters of settlement soon appeared along the A & E, including a few houses in the Odenton vicinity. In 1860, a new railroad, the Baltimore & Potomac, was chartered, but funding for construction did not come until well after the Civil War. The new railroad, which began service in 1872, intersected the A & E line at the future site of Odenton. As early as 1868, a house and new station were built in anticipation of the B & P's arrival. Once the trains began running, a small community grew at the new junction, and was named Odenton in honor of Oden Bowie, governor of Maryland and president of the B & P. The Murray and Watts families set up homes and mercantile establishments on both sides of the B & P tracks. Other local families made a

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended ☒ Eligibility not recommended ☐
Criteria: ☒ A ☐ B ☒ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☐ None

MHT Comments

Reviewer, Office of Preservation Services

Reviewer, NR Program

8/14/03

Date

8/15/03

Date

~~Odenton Survey District/Odenton Historic~~

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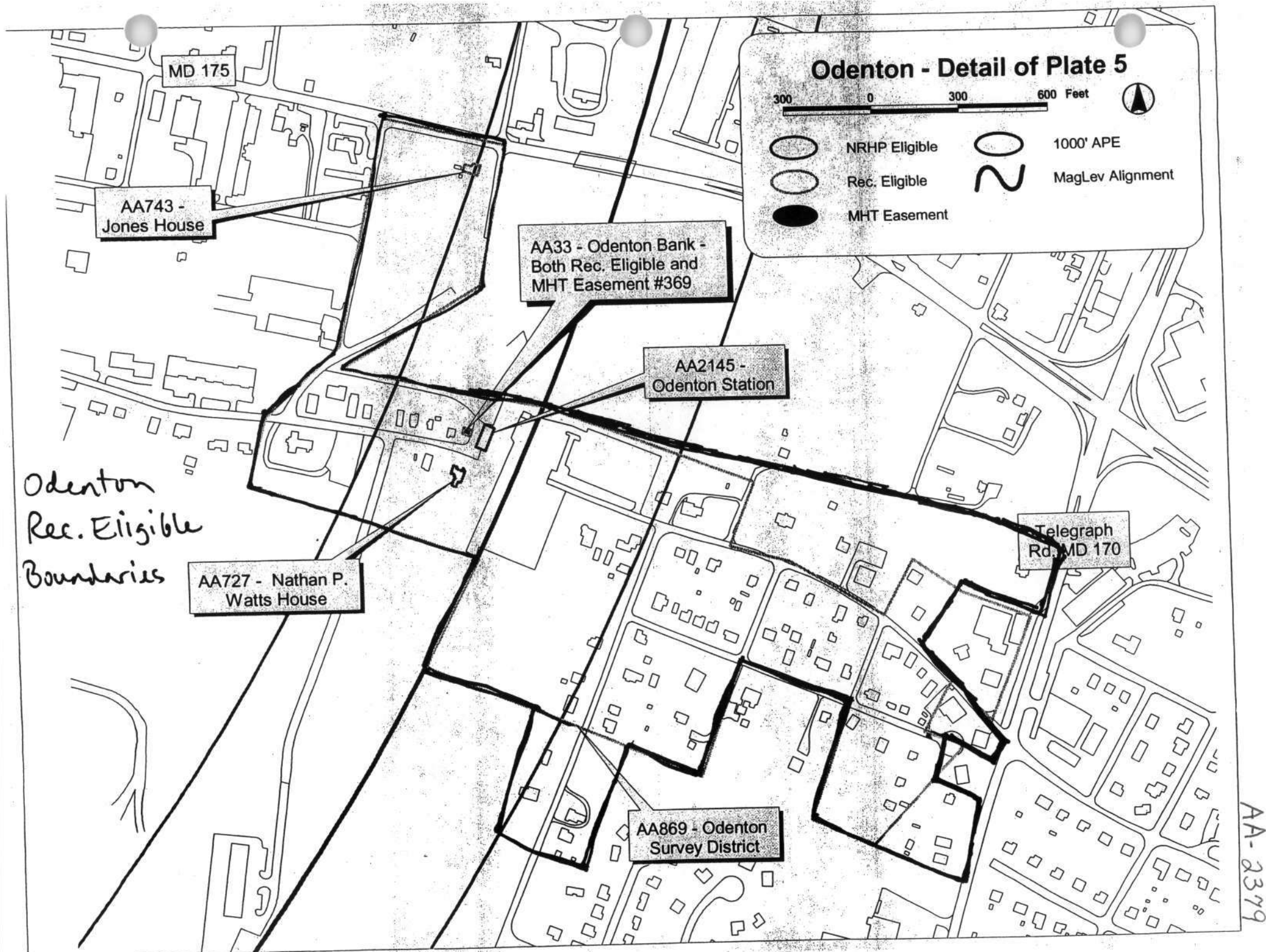
living as employees of the two railroads. By the early 1900s the Murrys had a hotel and cannery established near their home.

The early 1900s saw the arrival of electric railways linking Baltimore, Washington, and Annapolis. A new Baltimore & Washington electric line was built along the present alignment of Telegraph Road and intersected the A & E tracks there, forming a second commercial hub to the east of the original downtown. These two railroads later combined as the Washington, Baltimore & Annapolis, and the tracks from Odenton to Annapolis were electrified. World War I brought the establishment of Camp Meade just west of Odenton. 19,000 acres of farmland were condemned, and many displaced owners built new homes in Odenton. Two churches also found their way to Odenton, including Epiphany Episcopal Church on Odenton Road and Bethel M. E. Church on Waco Street. Odenton's first bank was founded in 1917. The influx of military personnel greatly increased road and train traffic in Odenton, and the historic core grew considerably in the 1910s and 1920s. The Depression of the 1930s hit Odenton hard, as the W, B & A went bankrupt in 1935 and many local residents lost their jobs or transportation to work as result. However, additional expansion of facilities at what was now Fort Meade provided much-needed jobs for local residents. A new railroad station and signal tower were built to accommodate the wartime traffic, and the downtown was a vibrant gathering place for residents and military personnel alike. However, with the war's end and the rise of the automobile, the era of passenger rail was drawing to a close. Rail traffic dwindled while new roads were built. Some historic areas of the town declined sharply, while new subdivisions were built in outlying areas to house auto commuters.

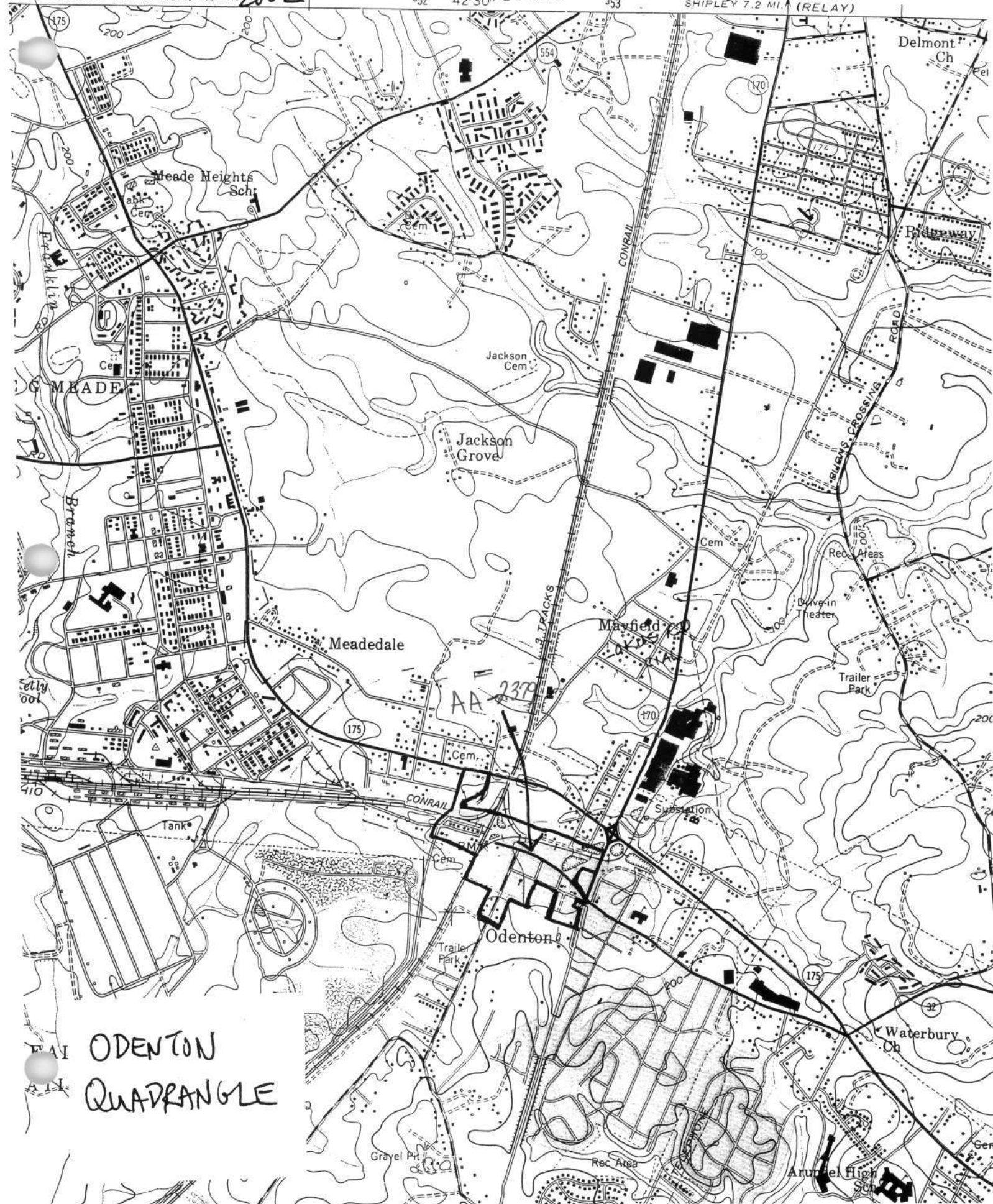
In recent years, citizens of Odenton have begun to recognize the town's history. The Odenton Heritage Society was founded in 1989 with the goal of preserving both buildings and history, and has acquired several landmark buildings to restore. They have completed work on the Odenton Bank and advised MARC on rehabilitation work on the 1943 station building. New paving, landscaping, and old-fashioned street lamps have been installed around the station and former bank. MARC commuter rail service has proven increasingly popular, though the parking needed for it has taken over considerable amounts of land and a few historic properties near the old rail junction. The Society and fellow residents look forward to continuing their work to revitalize the heart of Odenton as a busy railroad town.

Previously-recorded buildings that contribute to the potential district are the Odenton Bank (AA: 33); the Odenton Station (AA: 2105); the Jones House (AA:743), and the Watts House (AA:727). Both the Odenton Station and the Watts House have been previously determined individually eligible, and the Odenton Bank and the Jones House are being recommended individually eligible following the present survey. The district is recommended eligible for listing under criteria A and C, for the community's architecture as a reflection of its development in the late-nineteenth and early-twentieth-century as a railroad town at the junction of the Baltimore & Potomac and Annapolis & Elkridge lines, as well as the A & E with the Baltimore and Washington Electric Railroad.

Prepared by: Kate Farnham, John Milner AssociatesDate Prepared: 10/17/2002



SHIPLEY 7.2 MI. ↑ (RELAY)



REVEY

(AA-869

ORIGINAL ODENTON SURVEY AREA)

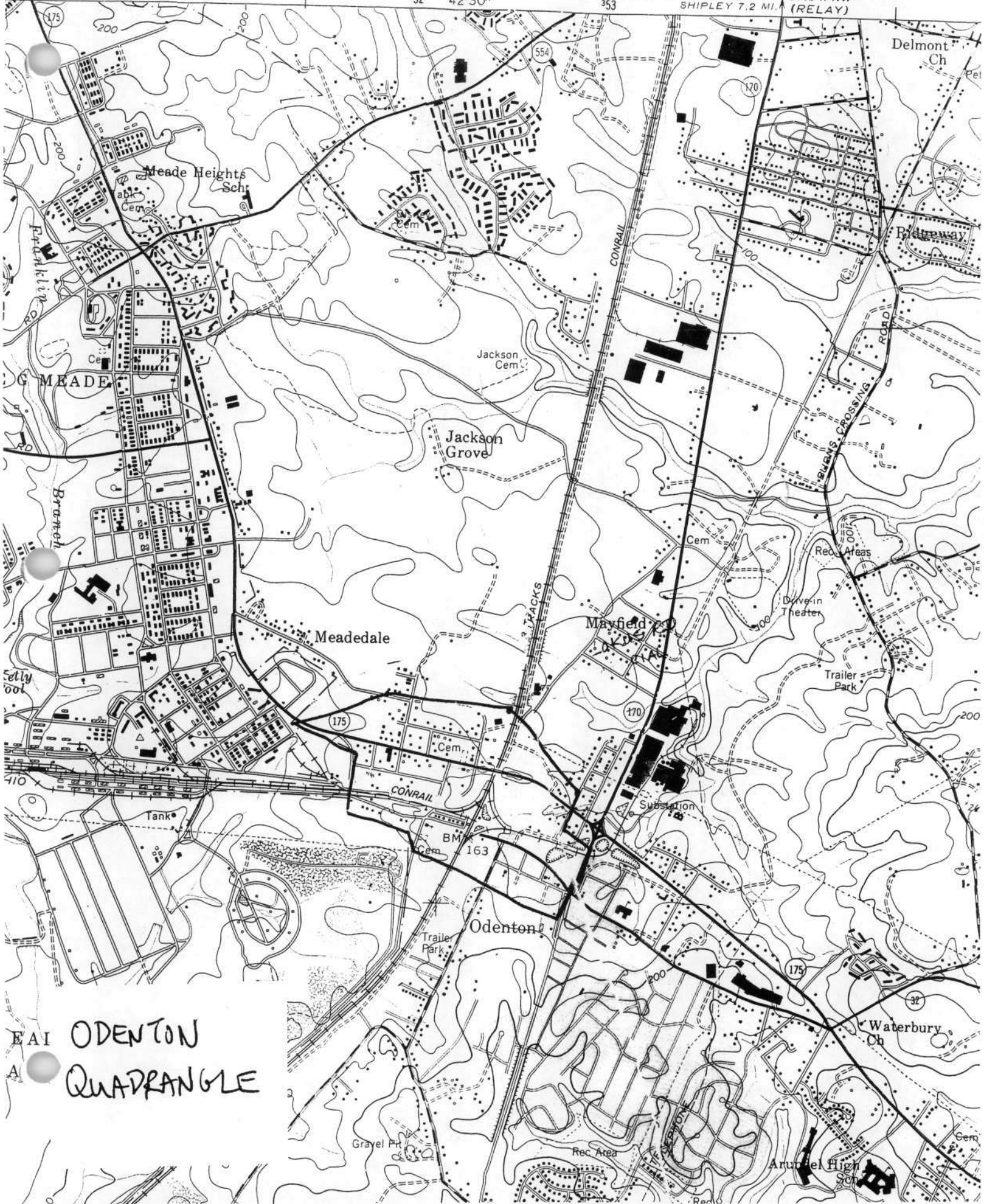
UNITED STATES AA-2379

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS

0 WATERLOO (JUNC. U.S. 1) 4.5 MI.

352 42°30'

353 BROOKLYN (JUNC. MD. 2) 11 MI. 5662 II NW
SHIPLEY 7.2 MI. (RELAY)



EAI ODENTON
A QUADRANGLE